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Joe McInnes
TRANSPORTATION DIRECTOR

September 23, 2010

The Honorable Mike Grayson
Mayor, City of Demopolis
P. O. 580
Demopolis, Alabama 36732

**Subject: Annual Inspection Report
Demopolis Municipal Airport**

Dear Mayor Grayson:

An inspection of the Demopolis Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 9, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all requirements for the issuance of an operating license and the operating license is issued with no restrictions. However, there were some items noted that relate to the maintenance of the airport and should be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Mr. Ryan Reed, P.E., Garver Engineers
Mr. Julian D. Sawyer, Airport Manager

SEPTEMBER 9, 2010



DEPARTMENT OF TRANSPORTATION
ANNUAL INSPECTION REPORT



DEMOPOLIS MUNICIPAL AIRPORT

DEMOPOLIS, ALABAMA

TABLE OF CONTENTS

INTRODUCTION.....	PAGE 1
INSPECTION METHODOLOGY.....	PAGE 1
LICENSE STATUS.....	PAGE 2
APPROACH / DEPARTURE PATHS.....	PAGE 2
PRIMARY SURFACE.....	PAGE 4
RUNWAY SAFETY AREA.....	PAGE 4
AIRPORT MARKINGS.....	PAGE 5
WIND DIRECTION INDICATOR.....	PAGE 6
AIRPORT LIGHTING.....	PAGE 7
RUNWAY, TAXIWAY AND APRON CONDITIONS.....	PAGE 7
FUELING AREA REQUIREMENTS.....	PAGE 8
PROHIBITED ACTIVITIES.....	PAGE 10
SUMMARY.....	PAGE 11
APPENDIX 1.....	PAGE 12
APPENDIX 2.....	PAGE 13
APPENDIX 3.....	PAGE 14
AIRPORT SAFETY SELF-INSPECTION CHECKLIST	

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Demopolis Municipal Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on September 9, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated December 29, 2005.

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on September 9, 2010, it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards:

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results:

- Runway 22: There were no obstructions to the ALDOT approach /departure path. However, trees identified as tree # 1, # 2, and # 5 violate the 20:1 approach slope within limits of the FAA's Runway Protection Zone (RPZ) of runway 22 (See Photo # 1, and Appendix 2).

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

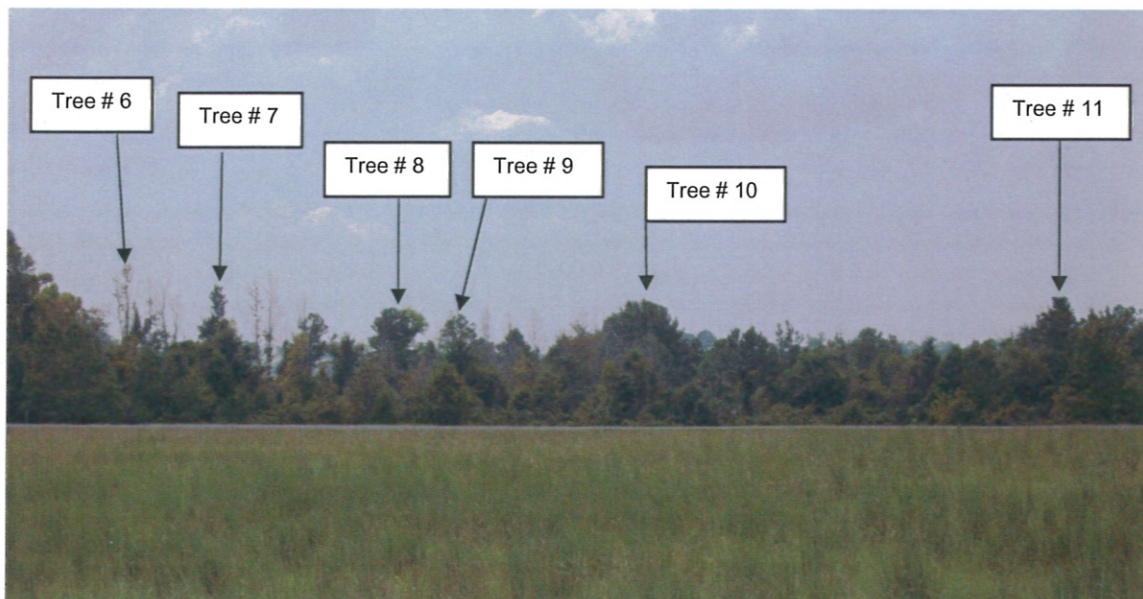
September 9, 2010

- Runway # 4: There were no obstructions to the ALDOT approach /departure path. However, trees identified as tree # 6, # 7, # 8, # 9, # 10 and # 11 violate the 34:1 approach slope within limits of the FAA's Runway Protection Zone (RPZ) of runway 4 (See Photo # 2 and Appendix 3).

Photo # 1 – Runway 22 Approach



Photo # 2 – Runway 4 Approach



Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

Maintenance Required:

- While the airport meets the state requirements, the violations to the Airport Design Standards for runway 4 and 22 as depicted on the most recent approved Airport Layout Plan (ALP) dated December 29, 2005 should be removed.

2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The primary surface meets state licensing requirements.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

Inspection Results:

- The grade of the runway safety area meets state licensing standards.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards:

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results:

- The runway markings are in fair condition (See Photo # 3).

Photo # 3 – Markings



Maintenance Required:

- In the near future, runway markings will need to be re-marked in accordance with FAA AC 150/5340-1J.

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator (wind cone) was operational (See Photo # 4).

Photo # 4 – Wind Cone



Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards:

- Airport Lighting: Runway lights and airport rotating beacons and a lighted wind direction indicator are required for night operations. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results:

- The results of the lighting system inspection is as follows:

Threshold Lights – 0 inoperative
Taxiway Lights – 1 inoperative
Runway Lights – 0 inoperative

Maintenance Required:

- Repair/replace inoperative lights.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards:

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results:

- The airport pavement surfaces were inspected and found to be in good condition. However there was some evidence of cracks with vegetation on the taxiway and some thermal cracks on the runway (See Photo # 5).

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

Photo # 5 – Runway Cracks



Maintenance Required:

- It is recommended that a pavement maintenance project be conducted to ensure the maximum useful life of the airport pavement. Removing vegetation from the pavement, crack cleaning and sealing and a surface treatment should be performed.

8. Fueling Area Requirements **Administrative Code 450-9-1-.12(8)**

State Licensing Standards:

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

Inspection Results:

- The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo # 6 – Jet A



Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

Photo # 7 – Avgas



9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results:

- No prohibited activities were observed during the inspection.

**Annual Inspection Report
Demopolis Municipal Airport
Demopolis, Alabama**

September 9, 2010

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Maintenance	Remove obstructions to FAA RPZ
Airport Markings	Maintenance	Remark faded markings
Airport Lighting	Maintenance	Repair/replace inoperative lights
Runway, Taxiway and Apron Surface	Maintenance	Clean and seal cracks in runway and taxiway

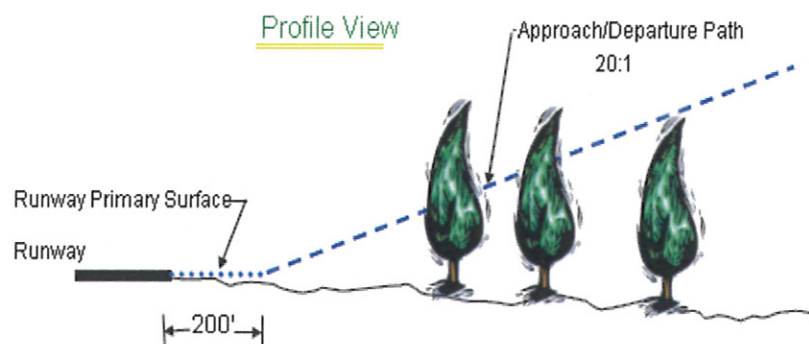
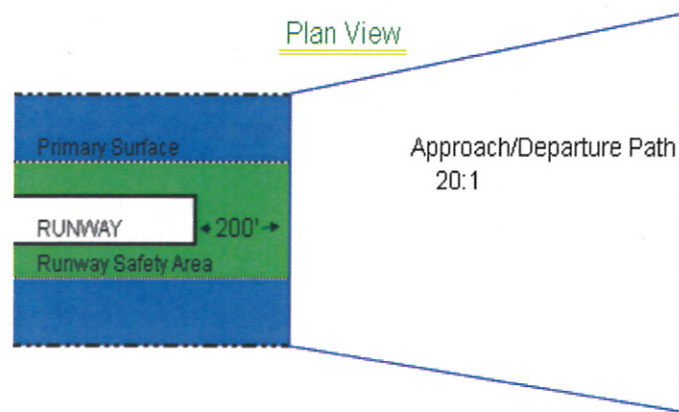
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

Annual Inspection Report Demopolis Municipal Airport Demopolis, Alabama

September 9, 2010

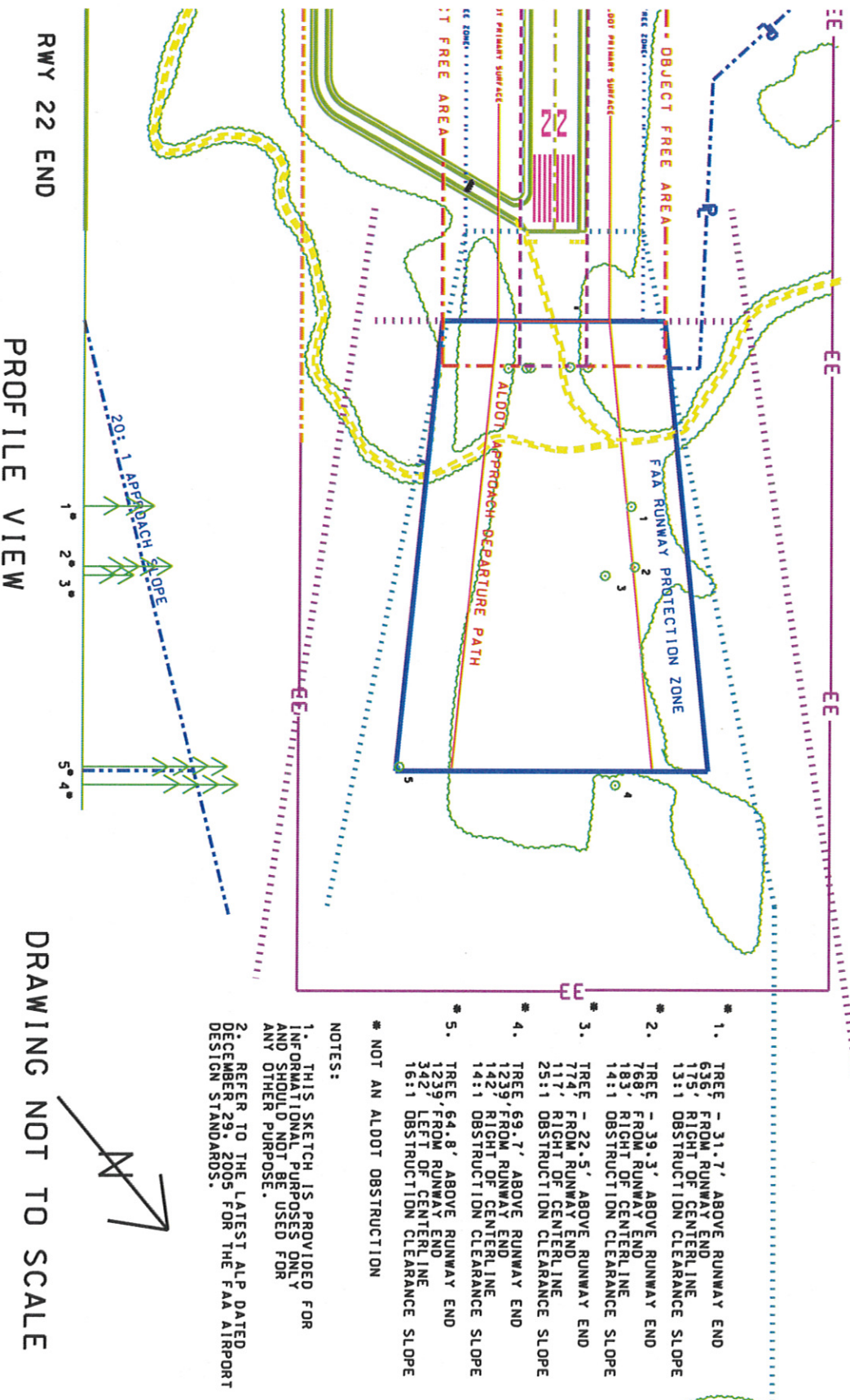
Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



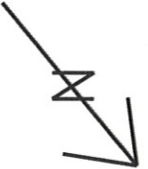
APPENDIX 1

DEMOPOLIS MUNICIPAL AIRPORT SEPTEMBER 9, 2010

REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 22



DRAWING NOT TO SCALE



1. THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

2. REFER TO THE LATEST ALP DATED
DECEMBER 29, 2005 FOR THE FAA AIRPORT
DESIGN STANDARDS.

✱ NOT AN ALDOT OBSTRUCTION

- ```

6. TREE 57.4' ABOVE RUNWAY END
117.0 FROM CENTERLINE
325.9 RIGHT OF CENTERLINE
11:1 OBSTRUCTION CLEARANCE SLOPE

7. TREE 47.2' ABOVE RUNWAY END
115.7 FROM CENTERLINE
230.7 RIGHT OF CENTERLINE
11:1 OBSTRUCTION CLEARANCE SLOPE

8. TREE 37.5' ABOVE RUNWAY END
118.9 FROM CENTERLINE
224.1 RIGHT OF CENTERLINE
1:1 OBSTRUCTION CLEARANCE SLOPE

9. TREE 33.7' ABOVE RUNWAY END
113.5 FROM CENTERLINE
188.1 RIGHT OF CENTERLINE
2:1 OBSTRUCTION CLEARANCE SLOPE

10. TREE 40' ABOVE RUNWAY END
117.0 FROM CENTERLINE
99.8 RIGHT OF CENTERLINE
2:1 OBSTRUCTION CLEARANCE SLOPE

11. TREE 28.4' ABOVE RUNWAY END
93.7 FROM CENTERLINE
224.1 RIGHT OF CENTERLINE
1:1 OBSTRUCTION CLEARANCE SLOPE

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The diagram illustrates the safety zones and approach/departure paths for an airport. Key features include:

- Runway Safety Area:** Green shaded area adjacent to the runway.
- Runway End Safety Area:** Red shaded area at the end of the runway.
- Taxiway Safety Area:** Blue shaded area near taxiways.
- Object Free Zone:** Yellow shaded area along the edges of the runway and taxiway.
- FAA Runway Protection Zone:** Large blue outlined area surrounding the runway.
- Aldot Approach Departure Path:** Red dashed line indicating the path for aircraft.
- Obstruction Points:** Numbered points (6-11) representing potential hazards.
- Scale Bar:** Located at the top right, showing distances from 0 to 100 feet.

DRAWING NOT TO SCALE

## PROFILE VIEW

RWY 4 END

# AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: \_\_\_\_\_ DAY: \_\_\_\_\_

✓ Satisfactory

X Unsatisfactory

Day Inspector/Time: \_\_\_\_\_ Night Inspector/Time: \_\_\_\_\_

| FACILITIES     | CONDITIONS                 | D | N | REMARKS | RESOLVED BY<br>(Date/Initials) |
|----------------|----------------------------|---|---|---------|--------------------------------|
| Pavement Areas | Pavement lips over 3"      |   |   |         |                                |
|                | Hole – 5" diam. 3" deep    |   |   |         |                                |
|                | Cracks/spalling/heaves     |   |   |         |                                |
|                | FOD: gravel/debris/sand    |   |   |         |                                |
|                | Rubber deposits            |   |   |         |                                |
|                | Ponding/edge dams          |   |   |         |                                |
|                |                            |   |   |         |                                |
| Safety Areas   | Ruts/humps/erosion         |   |   |         |                                |
|                | Drainage/construction      |   |   |         |                                |
|                | Support equipment/aircraft |   |   |         |                                |
|                | Frangible bases            |   |   |         |                                |
|                | Unauthorized objects       |   |   |         |                                |
|                |                            |   |   |         |                                |
| Markings       | Clearly visible/standard   |   |   |         |                                |
|                | Runway markings            |   |   |         |                                |
|                | Taxiway markings           |   |   |         |                                |
|                | Holding position markings  |   |   |         |                                |
|                | Glass beads                |   |   |         |                                |
|                |                            |   |   |         |                                |
| Signs          | Standard/meet Sign Plan    |   |   |         |                                |
|                | Obscured/operable          |   |   |         |                                |
|                | Damaged/retroreflective    |   |   |         |                                |
|                |                            |   |   |         |                                |

| FACILITIES         | CONDITIONS                  | D | N | REMARKS | RESOLVED BY<br>(Date/Initials) |
|--------------------|-----------------------------|---|---|---------|--------------------------------|
| Lighting           | Obscured/dirty/operable     |   |   |         |                                |
|                    | Damaged/missing             |   |   |         |                                |
|                    | Faulty aim/adjustment       |   |   |         |                                |
|                    | Runway lighting             |   |   |         |                                |
|                    | Taxiway lighting            |   |   |         |                                |
|                    | Pilot control lighting      |   |   |         |                                |
|                    |                             |   |   |         |                                |
| Navigational Aids  | Rotating beacon operable    |   |   |         |                                |
|                    | Wind indicators             |   |   |         |                                |
|                    | RENLS/VGSI systems          |   |   |         |                                |
|                    |                             |   |   |         |                                |
| Obstructions       | Obstruction lights operable |   |   |         |                                |
|                    | Cranes/trees                |   |   |         |                                |
|                    |                             |   |   |         |                                |
| Fueling Operations | Fencing/gates/signs         |   |   |         |                                |
|                    | Fuel marking/labeling       |   |   |         |                                |
|                    | Fire extinguishers          |   |   |         |                                |
|                    | Frayed wires                |   |   |         |                                |
|                    | Fuel leaks/vegetation       |   |   |         |                                |
|                    |                             |   |   |         |                                |
| Snow & Ice         | Surface conditions          |   |   |         |                                |
|                    | Snowbank clearances         |   |   |         |                                |
|                    | Lights & signs obscured     |   |   |         |                                |
|                    | NAVAIDs                     |   |   |         |                                |
|                    | Fire access                 |   |   |         |                                |
|                    |                             |   |   |         |                                |

